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# PRINCE ARTHUR'S LANDING

AND THE TERMINUS OF

## The Canadian Pacific Railway.

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The People of Prince Arthur's Landing having been denied the privilege of connecting a short line of railway, which they have made at their own expense, with the Canadian Pacific Railway at the terminus of the latter at the Town Plot of Fort William, on the Kaministaquia River, and believing that influences have been used, as well in this matter as in procuring the removal of the terminus from the harbour on Lake Superior where the Government had first decided on placing it, to a point far inland, and not in any way so advantageously situated, are naturally desirous that their view of the matter should be laid before the public. For this reason, publicity is given, with reluctance, and as a last resort, to the following statement and documents, in the hope of obtaining, through the weight of public opinion, for the people of Prince Arthur's Landing, that fair and equitable consideration which they justly merit.

JAS. R. ROAF,  
*On behalf of the Inhabitants of  
Prince Arthur's Landing.*

Toronto, 19th March, 1878.

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# PRINCE ARTHUR'S LANDING

AND

## THE TERMINUS OF THE CANADIAN PACIFIC RAILWAY.

The people of Prince Arthur's Landing having built a short railroad as a line of communication between their harbour and the terminus of the Canada Pacific Railway, nearly five miles inland on the Kaministaquia, and having been debarred from the privilege of forming a connection with the Pacific line at the latter place, for reasons which, if any exist, have never been explained to them, are naturally desirous of having a clear and unbiassed statement of the circumstances connected with the deplorable position in which they find themselves placed by, as they believe, an arbitrary exercise of power, laid before the public.

Among the grounds on which they claim consideration are the following :

(1.) That from the time when it was first contemplated to open communication with the territories of the North-west, up to the fall of 1874, every Engineer who had been employed by the Government in exploring the country, reported that the harbour, now known as Prince Arthur's Landing, was the best starting point, and that this led to the formation of their settlement.

(2.) That the Government had formed a depôt and built a wharf at the Landing, confirming them in the opinion that it would ultimately be the terminus of a railroad.

(3.) That the Government of Ontario laid out a town site on the ground which they occupied, and compelled them to pay a high price for their holdings.

(4.) That they have built up a town of respectable proportions, with churches and other public edifices.

(5.) That the population of their town now numbers nearly two thousand.

(6.) That, on finding that the terminus of the Pacific Railway had been fixed at a point some distance inland on the Kaministaquia, they made a line of railroad, at great expense to themselves, so as to form a connection with it, well knowing that, without this connection with the leading highway, their settlement must languish and decay.

(7.) That in laying out this line they were guided by the advice of experienced engineers, and that all disinterested persons familiar with work of the kind are unanimous in the opinion that their line is located in the proper place.

(8.) That they were first trifled with and eventually denied the privilege of connecting their line with the Pacific Railway, at the instigation of parties interested in crushing their settlement and building up a town on the Kaministaquia.

(9.) That through the sinister influence of these parties they have been subjected to the most cruel persecution, involved in litigation, and grossly misrepresented to and placed in a false light before the Government and the country ; and

(10.) Lastly, they claim and can prove that Prince Arthur's Landing is the natural and proper place for the terminus of the Canadian Pacific Railway ; that the reports as to the harbour being exposed are untrue, that it can easily be made to accommodate any number of vessels ; and that within the past eight years there have been 1,575 arrivals of large vessels at the port, without so much as a single wreck or even accident of the most trifling nature occurring ; that their statements and complaints are well founded, can, they assert, be made abundantly clear, and a number of documents are annexed, from

which it will be seen that they—the people of Prince Arthur—have at least had reason on their side and that, under very trying circumstances, they have acted with becoming and commendable energy in the endeavour to extricate themselves and their settlement from a very embarrassing position, and it may be added have shown much moderation and forbearance in urging their claims.

Apart from any consideration as to the superiority of Prince Arthur's Landing as a harbour, it will readily be admitted that, as a matter of simple justice, the people of that place should not be denied such privileges as are accorded to communities elsewhere throughout the Dominion, and it has yet to be shown that the inhabitants of any district, on making a branch line of railway, have been debarred from connecting it with a leading line. On the contrary, branch lines are always considered an advantage to a main line, and that an exception should be made in the case of the Prince Arthur's line must be due to exceptional causes. Such is, at least, the natural inference and what these causes are or have been is a fair subject of inquiry.

The people claim that they were led to form their settlement by the reports of Government Engineers who, for a long period, had coincided in the opinion that the harbour now known as Prince Arthur's Landing, was the proper starting-point for a line of communication with the north-west, and although this, in the event of a better place having been found, might not, of itself, be an admissible argument, in favour of adopting their harbour, it should at least entitle them to friendly consideration in their endeavours to establish communication with that better place. This is about all that they now claim, but at the same time they deny that a better place has been found and assert that the government and the country have been deceived by interested land speculators, through whose influence the terminus of our great national high-way, instead of being at a harbour on Lake Superior, has been fixed at a point\* nearly five miles inland, on a narrow winding stream which is not adapted for an extended traffic and which freezes up so early in the fall as to cause the loss of a very considerable part of the season during which navigation is open on the great lakes.

The position will, however, be better understood by a brief review of the principal facts bearing thereon. The history is not a very long one and it cannot be otherwise than of interest at the present time.

That Prince Arthur's Landing was the point first chosen as the Lake Superior Terminus of the Pacific Railway is quite evident from the following extract :—

CANADIAN PACIFIC RAILWAY,  
OFFICE OF THE ENGINEER-IN-CHIEF, Nov. 5th, 1872.

“WILLIAM MURDOCH, ESQ.

“DEAR SIR,—The Government having resolved that an exploratory survey should be made of the country lying between *Prince Arthur's Landing*, Thunder Bay, and the line run by Mr. Henry Carre during the latter part of the last and the beginning of the present year with the view to the construction of a line of railway from the point first named I have to inform you that you have been selected to take charge, &c.”

(Signed) SANDFORD FLEMING.

Between the date of this letter and the close of navigation in 1874, a new order of things had arisen. The people of Thunder Bay discovered that a point about five miles inland on the Kaministiquia, had been adopted as the eastern terminus or starting point of the Pacific Railway, and they knew that the ground chosen was on the land of a company which had become possessed of a very large tract in that direction. In regard to this selection the resident Engineer reported to the Chief Engineer as follows :—

“You will see from the windings of the river immediately beyond there, that steamer could not go or pass each other, up or down, and at that point the river level is twenty

\* The government dock, at the present Terminus, is precisely four miles and sixty-five chains inland, by the river, from the outer margin of the shoal at 12 feet of water.

seven feet lower than the banks, with level plateau on top gradually falling to the river mouth.

*"I would respectfully submit for your consideration, the propriety of producing the line towards the mouth of the river, to obtain a lower level and longer navigation in the Fall of the year."*

(Signed) WILLIAM MURDOCH,  
"Engineer C. P. Railway, Thunder Bay District."

"September 7th, 1874."

So that if the Kaministiquia was to be adopted, the mouth of the river and not the ground of the great land company was the proper place, which it no doubt was, from an engineer's point of view, and it may be added that the land, for two miles from the mouth of the river upwards, was at that time unpatented, and although partly settled upon, might have been obtained at a moderate price. It is thus evident that, both in regard to advantage of locality and economy of the public funds, the recommendation of the resident Engineer was a good one. But it had not pleased the land speculators, and finding himself beneath the frown of power, Mr. Murdoch soon afterwards left the service.

The people of Prince Arthur's Landing, seeing that they were thus to be cut off, in the course of the following summer, set about devising ways and means to form a connection at their own expense, but in the first place, they addressed a petition to the Minister of Public Works and to the House of Commons, setting forth the position in which they were placed, and praying that the line might be extended to their settlement where they claimed that the harbour accommodation was all that could be desired, immediately on the navigable waters of Lake Superior, and susceptible of extension at comparatively small cost. This petition did not elicit a reply. They were not, however, to be discouraged by official contempt, but setting vigorously to work at once formed a company, subscribed a considerable amount of stock, and obtained a grant of \$35,000 from their Municipality. Still desirous of acting in harmony with the authorities of the Pacific Railroad, and wishing to take no steps without their sanction and approval, in the winter of 1875-76, they sent their Reeve, Mr. Thomas Marks, to Ottawa. This gentleman, in company with the Dominion and Ontario representatives of the District, together with several other members of Parliament, waited on the Premier, but in the first place he addressed to him the following letter:—

OTTAWA, April, 1876.

HON. ALEX. MCKENZIE,  
Minister of Public Works.

SIR,—I have the honour to inform you that the Municipality of Shuniah has granted a bonus of \$35,000 to aid in the construction of a railroad between Prince Arthur's Landing and the Terminus of the Pacific Railroad at the Town plot of Fort William.

The intention is to grade the line, build the bridges across the two streams, and get out the ties and then hand it over, in every way ready for the rails, to the Government.

The distance is about 5½ miles and the ground presents no engineering difficulties whatever, being as nearly level as can be, with only the two small streams to bridge. Among the advantages claimed for this line, which would in fact be an extension of the Pacific road for five miles to the eastward, are the following:

1. The harbour of Prince Arthur's Landing remains open generally to the end of December, never closing before the middle of that month so that it would be accessible long after the Kaministiquia had closed. Even up to the 10th of January the ice is never so thick as to inconvenience a steamer with sheathed bows.

2. In the event of a railroad being carried to Sault Ste Marie and thence to Batchawana, steamers might be run from the latter place to Prince Arthur's Landing up to the end of December at least, for Lake Superior, outside the land-locked bays and rivers, is as open through November, December, and a part of January, as in summer. Pending the construction of a railroad north of Lake Superior, this would give eight months of easy communication through Canada to the North-West, and when agricultural produce comes to be carried from the interior, two months additional for its conveyance in the fall would be a matter of great importance.

3. The population of Prince Arthur's Landing now numbers 1,250 people, who have under many disadvantages, established themselves at that place. They have built four churches and made various improvements, and this extension would tend to promote the prosperity of Prince Arthur's Landing as well as that of Fort William.

It may be added that the Municipality of Shuniah is well able to provide for the work proposed, being without debt, and having due to it on land taxes alone over twenty thousand dollars, so that its debentures will command a fair price.

The by-law granting aid to this railroad is legalised by the Legislature of Ontario, and the Act of last session amending the Act relating to the Municipality of Shuniah, makes provision for the carrying out of the by-law and the imposition and collection of taxes to meet the bonus.

I have been deputed by the Council of the Municipality of Shuniah, together with several others, to wait upon you in reference to these matters, and would feel greatly obliged if you would name a day in the beginning of next week for an interview when it will be convenient for you to see us, as business matters will necessitate my leaving Ottawa on Tuesday evening next.

I have the honour to be,

Sir,

Your most obedient servant,

THOMAS MARKS,

*Reeve, Municipality of Shuniah.*

In course of the interview which followed, the Reeve offered, on the part of the people of Prince Arthur, to grade the line, put on the ties and hand it over ready for the rails, to the Government. He also said that, in the matter of location, they would be guided entirely by the advice of the Government Engineers. The Premier expressed his satisfaction, remarking that the offer was a very good one, and said further that he would have much pleasure in laying the matter before his colleagues. Satisfied with these assurances, the Reeve returned to Thunder Bay, and the people of Prince Arthur went so vigorously to work that, by the fall of 1876, they had the grading of their line in great part completed.

By this time, however, they had become painfully aware that the land speculators of the Kaministiquia were using every endeavour to thwart their enterprise, and some correspondence which they had with the Government convinced them that they had but little favour to look for.

On the 2nd of October, 1876, the Engineer of their road addressed a letter to the Department of Public Works, sending with it the plans and book of reference required by law to be handed in, in such cases. Instead of receiving a friendly reply, he was informed by letter bearing date the 26th of the same month, that "as the boundary of the Province of Ontario is still unsettled, it cannot be claimed that the proposed railway is entirely within that Province. If it be entirely within that Province, the railway Act of 1876 will not apply. If it be not within the Province, then the Act of incorporation is without authority, &c." So that, in any and every conceivable case, the people were in error, and must stop their railway. This letter is rather a singular one, for an official paper, more especially, in view of the fact that, in 1874, a conventional boundary had been established far west of the proposed railway. The Minister had evidently forgotten that Ontario was exercising jurisdiction, with the concurrence of the Dominion Government, and had courts of law and all appliances for the administration of justice at Thunder Bay. The letter is of interest, however, as showing how wit, although of a rather ghastly character, can be introduced in official documents, and still more so, as exhibiting the desire that existed at head quarters to stop the building of the Prince Arthur's Landing and Kaministiquia Railway, and it is difficult to disconnect this desire from the great land speculation on the Kaministiquia.

Nothing daunted at this rebuff, the people of Prince Arthur's Landing still pressed their work ahead, and in the winter of 1876-77, again sent their Reeve to Ottawa, with instructions to inform the Premier that their line was ready for the rails, and that they were prepared to hand it over free of charge to the Government, stipulating only that the rails should be put on, and the line adopted as a switch or branch. But in order that the history may be consecutive, it is necessary to notice another official letter. Matters had,



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at the time last referred to, arrived at a point that rendered some professional opinion necessary to justify the selection of the Terminus on the property of the great land company of the Kaministiquia, and on Mr. Borron, M.P., for the District, bringing the matter again to the notice of the Minister, the Chief Engineer of the Canadian Pacific Railway was applied to, and he addressed a letter, bearing date the 28th February, 1877, to the Secretary of the Department of Public Works, a copy of which was handed to Mr. Borron for information. In this letter the following occurs:—

"It has always been held important to reach the navigable waters of Lake Superior, by the shortest and best line of railway from the prairie country. This was the governing principle which led to the terminus being fixed at Fort William."

In this short sentence, there are no less than three inaccuracies—

1st, That the navigable waters of Lake Superior have been reached; 2nd, that the terminus is at Fort William; 3rd, that the shortest and best line has been adopted.

The truth is, the terminus has been fixed, not on the navigable waters of Lake Superior nor even at Fort William, but at a point far up on the Kaministiquia to which the name of Fort William Town Plot, although it is distant from and has no connection with or any relation whatever to Fort William, has been applied. And, as to the shortest and best route having been chosen, it is only necessary to refer to the accompanying map to see that Murillo Station, a point ten miles inland on the railway, is as near to Prince Arthur's Landing as it is to the present terminus, and it is well known that the ground in both cases is the same, being low and swampy. Moreover, by running the line from that station to Prince Arthur, the navigable waters of Lake Superior would, in reality, have been reached, whereas the *present terminus is not on the navigable waters of Lake Superior*, as stated by the Chief Engineer and as the Act of 1874 required, but five miles inland, on a stream which has not as yet been and perhaps may never be made navigable, except to small or light vessels.

The Chief Engineer, in the letter under consideration, goes on to say that "the branch line to Prince Arthur's Landing would constitute an extension of the line." It certainly would not have done so, would not in fact have been necessary, had the proper line been adopted in the first instance and, even now, it forms the very shortest practicable way from the "fixed" Terminus to the navigable water of Lake Superior.

The Chief Engineer further says that "the parties at Prince Arthur's Landing are *probably* right in stating that the navigation at their Village is open somewhat later in the fall, than the river is at Fort William, but this has always been held to be due to the fact that the coast at Prince Arthur's Landing is exposed."\*

It would be difficult to conceive of any particular right that His Highness, the Engineer, has to adopt a supercilious strain, in talking of the parties at Prince Arthur and their village, but, to let that pass, it has been shown and is a well established fact that the openness of the navigation at Prince Arthur's Landing, in the fall, notwithstanding the disingenuous statement of the Engineer, is due to other causes than exposure and, in this regard, attention is invited to a letter hereunto annexed from Captain Dick, a gentleman who, it will be admitted, should know quite as much about navigation and navigable waters as the Chief Engineer of the Pacific Railway. As to the parties at Prince Arthur's Landing being "*probably*" right in stating that the navigation at their Village is open somewhat later in the fall, it is well known that the waters of Lake Superior, even in sheltered bays, do not freeze until the winter has far advanced, while the Kaministiquia closes with the first moderately hard frost.

In November, 1872, the Chief Engineer had adopted Prince Arthur's Landing as the starting point of the railway. There was no word of an exposed coast at that time; but, in 1874, he seems to have quite changed his views and had selected a point over four miles and three quarters up the Kaministiquia, on the lands of the great speculators, and that, too, against the emphatic advice of his immediate subordinate, who recommended the more open location near Fort William; that is, the real, not the falsely named, Fort William—where the land might have been had for nothing, or at a moderate price.

It may be doing injustice to the Chief Engineer to imply that he is responsible for fixing the Terminus where it now is. He does not say so in his letter, but, on the contrary, dis-

\* The full text of this letter will be found in the appendix.

tinety states that it had been fixed at Fort William, knowing well, at the same moment, that it was actually established far inland from Fort William, on a bank twenty-seven feet above the river level, and on lands embraced in the great speculation. What means this equivocation?

But, to proceed, the delegate from Prince Arthur's Landing, Mr. Thomas Marks, reached Ottawa in the end of March, 1877, and in the beginning of April waited for the second time on the Minister of Public Works, accompanied, as in the first instance, by several members of Parliament. The Minister received the deputation very courteously, but avoided giving any answer to the Reeve's application for rails to complete the line, saying that they would not be required until the Pacific line was completed. He, however, without the slightest hesitation, promised to allow the line to be connected with the Pacific road. The Reeve then suggested that, in order to avoid any possible misapprehension, on the part of the local officers, it would be well that he should have an official letter, informing him that leave to connect had been granted. The Premier assured him that the required letter would be written, and so the interview ended.

After waiting for the promised letter for a reasonable length of time the Reeve addressed the following to Mr. Borron, M. P.:

(Copy.)

TORONTO, April 25th, 1877.

MY DEAR SIR,—The first boats are advertised for 1st May, and I must then proceed to Thunder Bay.

It would oblige me greatly if you could get the promised letter from the Premier, before that time. All we want is leave to connect our little railway with the Pacific Line, and the Premier having promised this, it is desirable that I should have the letter so as to prevent any misunderstanding with the officers in charge at the Kamanistiquia.

Mr. Fleming said he would have preferred our connecting lower down, but we had no encouragement to go that way when the line was located first, and believing that it would be better, on our part, to avoid all interference with the government works, such as switches, grades, sidings, &c., about the wharf and below it, we went a little above the round house, where the ground is perfectly level.

We acted for the best, and in accordance with the views of such of the Government Engineers as favoured us with their opinion, and having now expended so much on the line we cannot afford to alter it, but our connecting in the mean time need not prevent any arrangement which the Government may desire from being carried out in the future, all this will be readily understood, and you will see how necessary it is that our work should be done in harmony with the officers of the Government.

Trusting you will bring this matter before the Premier.

I remain yours very truly,  
THOS. MARKS.

E. B. Borron, Esq., M. P.  
Ottawa.

To this letter the following reply was promptly received:—

(Copy.)

OTTAWA, 27th April, 1877.

THOMAS MARKS, Esq.,  
Toronto.

MY DEAR SIR,—I duly received your letter of the 25th, and lost no time in laying it before Mr. McKenzie. I enclose his reply which, I am sorry to say, is still vague and unsatisfactory. I still believe, however, that you will be allowed to connect with the C. P. R. west of the terminus on the Kamanistiquia.

In the long run, I think you will have no cause ever to regret that the Government has not accepted your liberal offer. In my humble opinion, the Government will be glad to buy your little railway, ultimately, at a good price, instead of getting it for nothing. You must



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not, therefore, be discouraged. I will, you may rest assured, continue to do my best for you and the others interested in this undertaking.

And remain, my Dear Sir,

(Signed) Yours very truly, E. B. BORRON.

The private letter enclosed with the foregoing was, as Mr. Borron had described it, "vague and unsatisfactory." It served, however, to convince Mr. Marks, that it would be in vain to look to the Dominion Government for aid, and with this conviction he purchased and sent forward the necessary quantity of rails.

The people of Prince Arthur's Landing then set to work to complete their road, laying the rails up nearly to the Pacific line, but forbearing to make any attempt at connection, until the formal leave promised by the Premier should be obtained. In this position of matters, instead of being furnished with the expected letter, they were served with an information in chancery at the suit of the Attorney-General which compelled them to stay work.

But this was not all, they knew well that these proceedings had been instigated and set on foot by the land speculators of the Kamanistiquia, of whom it is no injustice to say that they had, in their own collective and individual interests, opposed the undertaking from the first, and used every influence at their command to crush the settlement at Prince Arthur. To the tender mercies of these men the people were handed over by the beneficent Department of Public Works; they protested, but in vain; they showed that false witness had been borne against them, but a deaf ear was turned to their complaints; they sent in petitions but they were treated with contemptuous silence.

There is now no course left open to them but to appeal to the sympathies of their fellow citizens of the Dominion of Canada, and it would be well that the people generally should calmly contemplate the position.

Far away, on the distant shores of Lake Superior, a small community of our fellow countrymen have established themselves. They are Canadians of English, Irish, French, and Scotch descent; three hundred miles of wilderness intervene between them and the nearest Canadian settlement; and, in winter, they are shut off from all the world besides. With unparalleled energy, they have hewn out a home for themselves in the wilderness, and built up a town of respectable proportions, where well graded streets, numerous churches, school-houses and other edifices give evidence alike of their industry and public spirit. They look upon the locality as one of the most beautiful conceivable, and take no little pride in pointing the passing traveller to their fine and spacious harbour, to the natural terraces of their town, rising, one over the other, with singular regularity, and running parallel with the coast, to the towering capes and green islands across the bay and the blue outline of Isle Royal in the sea-like lake. They are naturally attached to a place where they have striven so hard, and where, until "the dark shadow of the land shark came," the anticipations of the future had lightened the toil of the present. And there was much in the circumstances to justify the brightest anticipations. Their harbour was at the head of navigation, and nature seemed, in their eyes at least, to have marked it for the place where the coming harvests of the Great West were to be exchanged for the merchandize of the East. But the speculators came. Forty thousand acres were bought up on the Kamanistiquia, and the Terminus of the Great Railway made a sudden jump to these lands. They were not, however, to be discouraged, but with an energy becoming their previous record, combined their scanty resources and, with the help of a small grant from the Ontario Government, built, ironed and completed six miles of railroad. They flattered themselves that every obstacle had been overcome. The speculators who had opposed them by every means in their power, at the point of the law and through strong but occult political influences, seemed for once to be quiescent, and they had been promised the privilege of connecting their railroad with the Pacific line, by the highest authority in the land. Such was the position when, all at once, the Dominion Government, wielding the whole power of the people, came down upon them to stamp out their enterprise. In no country, however despotic its government, has a more cruel act of tyranny ever been perpetrated. The people of Prince Arthur are now, so to speak, prostrate beneath

the iron heel of power, and in their distress, send their appeal across a wide expanse of wilderness, over inland seas fast in the icy grasp of winter, to their far distant countrymen. Will they appeal in vain?

It is necessary, however, to make their case somewhat clearer, and a glance at the great land speculation may serve to elucidate it.

#### THE KAMANISTQUIA LAND SPECULATION.

The Public Accounts and recent discussions in the press will have made the people, generally, aware that a sum of \$50,000, or upwards, was paid for about 100 acres of land, on the Kamanistiquia, which had been a short time previously bought by the vendors at the usual low price of wild lands in remote districts. The leading parties interested in the sale are known to hold as much as forty thousand acres on and in the vicinity of the Kamanistiquia, two thousand of which are in the neighbourhood of the lands sold at such a profitable rate to the Government. Let this comparatively small portion, say twenty hundred acres, be multiplied by \$50,000, the price of one hundred, and some idea may be formed of the magnitude of even this little part of the speculation; for, as a matter of course, if the captured Terminus could be fixed and retained on the Kamanistiquia, and Prince Arthur's Landing and its harbour on Lake Superior entirely cut off, the future value of the lands would be beyond doubt, very great. The speculation was therefore one which gave the prospect of returns running up to millions, and when this is considered it may well be imagined that the parties interested in it—and it is said to have its ramifications in close relationship to high places—would use every influence at their command to crush out an enterprise which threatened to interfere with their hoped for gains.

A great cry has been made about the celebrated Neebing Hotel purchase, but all the evidence so far made public goes to show that it was a mere vulgar bit of sharp practice, involving the country in a loss of not more than three or four thousand dollars, and it is but reasonable to suppose that the speculators are rather pleased than otherwise at the ceaseless din about a crumb, comparatively so small, for it serves to divert public attention from the far larger schemes of profit which are being cunningly, surely and deeply laid. The people of Prince Arthur's Landing stand in the way of these schemes and hence the desire to crush them and their railroad. Hence the necessity of condemning their harbour.

#### THE TERMINUS, WHO FIXED IT ON THE KAMINISTAQUIA?

The Chief Engineer, in his official letter, annexed, says it was fixed at Fort William, but this seems very doubtful. A glance at the accompanying map will show that Fort William and the Terminus are miles apart. It is at the upper extremity of a block of land called the Town Plot of Fort William, about five miles inland from the navigable waters of Lake Superior, that the Terminus has been fixed, the very place condemned by Mr. Murdoch, the first District Engineer, whose report against it has been already quoted. Who, then, is responsible? Was it Mr. Hazelwood, the Engineer who succeeded Mr. Murdoch? Certainly not, for he had by far too much regard for his professional reputation to father such a selection. It is due to his memory to say that he was not, in any way, responsible for it. The selection was made in the fall of 1874, and he was appointed to the charge of the district only in the spring of 1875.

It has been claimed that the Terminus is at the head of navigation and that it was brought there to make the railway by so much shorter, but the Kaministiquia, if it must be called navigable, is quite as much so for several miles above the Terminus as it is at it or below it. If, therefore, the object was to shorten the Railway, why not go still further up? Two miles further up, the ground is equally good, two miles lower down it is vastly better, and the land, in both cases, was cheaper; might, in fact, have been obtained for a tenth part of the price paid for the present site. Why, then, select the particular point chosen? It would be preposterous to suppose that the fact of the ground being owned by Mr. Adam Oliver had anything to do with it, unless it were that his reputation for generosity and well-known reluctance to be the recipient of public money, had led the government to suppose that he would make a free grant of the land. It would be equally absurd to imagine that the selection was a matter of mere accident, so that, everything considered, it must be regarded as one of those mysteries which it is impossible to unravel.

# PIRCE ARTHUR'S LANDING AS A HARBOUR.

The documents appended show that Thunder Bay is a perfectly safe and well sheltered harbour, and the subject is so fully treated in Captain Dick's letter as well as in the statements of the other captains (see appendix), that further comment seems to be almost unnecessary. These and the following official record should, and no doubt will, dispel any erroneous impression which the reports put forth, in the interests of the land speculators, may have occasioned :

## A STATEMENT,

Showing the number of vessels and their tonnage that have entered inwards, and cleared outwards, during the fiscal years, ending the 30th day of June, 1875-6-7, and for the four months and 20 days that have expired of the present current fiscal year of 1878 :

|       | British.    |                    | U. States. |               | Total.     |                |
|-------|-------------|--------------------|------------|---------------|------------|----------------|
| Yrs.  | No.         | tons.              | No.        | tons.         | No.        | tons.          |
| 1875, | 121         | 50.022             | 46         | 11.720        | 170        | 71.742         |
| '76,  | 171         | 76.628             | 57         | 6.542         | 228        | 86.170         |
| '77,  | 169         | 103.487            | 155        | 16.209        | 294        | 122.696        |
| 4 ms. |             |                    |            |               |            |                |
| '78,  | 137         | 70.956             | 86         | 32.754        | 223        | 103.710        |
|       | <u>Tls.</u> | <u>596 311.093</u> | <u>317</u> | <u>73.225</u> | <u>915</u> | <u>384.318</u> |

PETER NICHOLSON,  
*Collector.*

Port of Prince Arthur's Landing, November 20th, 1877.

In 1869 Prince Arthur was first acknowledged by the Dominion Customs in being made an out Port of Sault Ste. Marie. From that time until it was raised into a port, or district of itself, and the out-ports of Fort William and Silver Islet were made as part of it—which change took place the 1st of July, 1874—Mr. Cozzens was the sole Customs officer here, and for the time, from 1869 to July 1st, 1874, he gives the following statement of arrivals at Prince Arthur's Landing :

|     |                                |
|-----|--------------------------------|
|     | 614 steamers, of 263,124 tons. |
|     | 46 sail vessels 5.486 "        |
|     | <u>660 vessels 468,610 "</u>   |
| Add | 915 " 384,318 "                |
|     | <u>1575 " 652,828 "</u>        |

That have arrived at the docks of P. A. Landing alone (out-ports arrivals not included.) This combined list of arrivals only, not arrivals and departures added together, shows that in the eight years of its official record, 1575 different landings have been made at its docks as above, without a DOLLAR OF DAMAGE, either to vessel or cargo, either on the docks or afloat, while for several years its dock accommodations were none, or very poor, with no harbour lights until 1875, except private ones.

Not a SINGLE DISASTER of either life or property, as yet, mars its maritime records. No unjust criticism can detract, or friendly praise increase its successful past, or promising future. The dockage system at present consists of two docks, one a government dock, extending out some 600 feet, with an ell 200 feet, and the private dock of Messrs. Thomas Marks & Brother, soon to be about 600 feet long. Both have large warehouses, but there are neither the dock or warehouse facilities needed for supplying its lake business."—(From the Thunder Bay Sentinel.)

Fifteen hundred and seventy-five vessels, having an aggregate tonnage of 652,828 tons, coming and going, without so much as a single accident occurring, is surely such a record as few harbours can show. It should be remembered, too, that many of these vessels, through a series of years, had to meet the ice of early spring and encounter the storms of autumn, and

yet not one disaster nor damage even to the extent of a dollar to mar the record. The land speculators of the Kaministiquia and their partizans may howl about "exposure," but such facts as these should be rather stubborn things even for an Engineer in Chief to get over.

In further reference to the documents annexed, it may be remarked that, as regards statements and certificates, their value must, in a great measure, depend on the character of the position and the experience of the parties who furnish and endorse them. Inaccurate certificates are, unfortunately, too often and too easily obtained, when a purpose has to be served, from parties whose position—social, commercial or professional—cannot suffer from making them. A notable, and it may be added, a melancholy instance of this is afforded in the numerous reports and statements put forth by the land speculators and their friends asserting the excellence of the narrow, winding, shoal locked and early closing Kaministiquia as a harbour. The statements to which attention is now invited are very different from these. They emanate from men who stand high in general estimation, from navigators to whose care are daily committed, in no limited degree, the property, the safety, even the lives of the general public. Captain Dick is well known, throughout Canada, as one of the oldest, most experienced and most successful Captains on the Lakes. Captain Anderson has been in command of the propeller "Quebec" of the Beatty Line, the very largest Steamer on the inland waters of Canada, since she was built. Captains McKay and McDougall who command the two largest United States Steamers, on the Great Lakes, the floating palaces "Manistee" and "The City of Duluth" are surely well qualified to express an opinion as to the harbour. Captain Tate Robertson of the large side-wheel Steamer, the "Frances Smith," Captain E. Robertson of the propeller "Ontario," a sister Steamer to the "Quebec," and next to her in size, and Captain Kennedy of the propeller, "City of Owens Sound" are all gentlemen at the very top of their profession and would not be likely to, in fact in their position dare not, hazard assertions, in regard to a matter of navigation, that were not perfectly correct, and they one and all agree in representing Prince Arthurs Landing as an excellent and safe harbour. Captain Barton Atkins, the well known licensed American pilot and shipmaster, in a few well written sentences endorses the opinions of the others, and Captain Trethewey, who runs a small local propeller in all kinds of weather, at Thunder Bay, is surely well qualified to express an opinion as to the safety of its navigation. He ran his vessel out to Christmas day, last year, to Silver Harbour, which was very long after the Kaministiquia had been sealed up with ice.

#### THE POINT OF CONNECTION IS IT PROPERLY CHOSEN?

To anyone who has followed this narrative, it must be pretty evident that there never existed any real intention, on the part of those who controlled the Pacific line, to allow the Prince Arthur's line to be connected with it. When it appeared probable that the people of Prince Arthur would be unable to complete their line, the privilege of forming a connection was readily promised. When it became evident that they both could and would complete it, that promise was broken, on the ostensible ground that they had not selected the proper point of junction. The result would have been the same whatever point they had chosen. The land speculators whose influence was all powerful had to prove that the Kaministiquia was the proper harbour. They feared that not a vessel would enter it with a branch line to the Landing available. If they had entertained no such fear what harm could a connection have done them, while, in the meantime, it would have been very useful to the contractors in sending forward their supplies. That the best place was selected, a glance at the map will show. Every disinterested engineer in the district coincided in the opinion that the little railroad was admirably laid out and the point of junction wisely chosen, and there are declarations from Mr. Moberly, Civil Engineer, and from Mr. Furlonge, Provincial Land Surveyor, which are perfectly conclusive on the subject. Perhaps, in this regard, the opinion of the former engineer of the district may be of value and here it is.

THOS. MARKS, ESQ.,  
*Prince Arthur's Landing.*

BOWMANVILLE, OCT. 1ST, 1877.

DEAR SIR,—In reference to your enquiry as to whether, in my opinion, your short line of railroad leading from Prince Arthur's Landing to the Town Plot of Fort William is pro-

the record. The latter, I beg to say that, as it runs in as direct a course as possible from the one place at "exposure," but such the other, and being on favourable ground, I do not see how you could have located it in Chief to get over. otherwise. I may also say that, in my opinion, the point of junction with the Canadian marked that, as regards the line is wisely and properly chosen, as it is clear of the sidings of the latter, and avoids depend on the character of the steep grade at the bank of the Kaministiquia and is not, moreover, in a position to cause orse them. Inaccuracy least inconvenience in working either line.

when a purpose has to be achieved—cannot suffer from the want of this is afforded it

lators and their friends, by closing Kaministiquia as well as scientific skill, it cannot well be controverted, more especially, as it coincides with very different from these opinions of all other disinterested engineers who have visited the ground, without one m navigators to whose exception.

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Anderson has been regarded as a rival to the Kaministiquia. But was it in the public interest that it should largest Steamer on the stamped out on that account? Was it fair that the whole power of the people of the

McDougall who come Dominion, as represented by the Government, should be called into play to crush that

portion of the people of the Dominion who had sought a home in the wilds of Lake Su-

express an opinion as to the "Quebec," and many to build up the fortunes of the few. Can any one doubt that these troubles are

the "Frances Smith," and many to build up the fortunes of the few. Can any one doubt that these troubles are Owens Sound " are alike, primarily, to the land speculators, or for a moment suppose that if the District had

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standing as an excellent. The Colony of Prince Arthur is of great value to the Dominion at large. It is a d American pilot nucleus whence settlement is stretching to the adjoining country and a centre to which

ne others, and Captain miners come from all parts of the continent. Its trade is already considerable, but if the Thunder Bay, is surely

He ran his vessel of the four winds of heaven, and that is precisely the end which the speculators of the

the Kaministiquia had Kaministiquia wish to see brought about.

Let it not be supposed that these remarks are dictated by any political feeling or bias. It is a matter in regard to which people of all shades of politics feel pretty much alike, and, as an evidence of this, an extract from a speech recently delivered by Dr. Clarke, M.P.P., in the Legislative Assembly, is put in the Appendix. It will be seen from it that he (Dr. Clarke), a life-long Reformer, condemns the policy pursued towards the people of Prince Arthur's Landing, in language far stronger than any which has been made use of in this statement.

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(Signed) Very truly yours,  
WILLIAM MURDOCH.

This is very clear and explicit, and coming from an engineer of great practical experience, well as scientific skill, it cannot well be controverted, more especially, as it coincides with opinions of all other disinterested engineers who have visited the ground, without one

This being the case, the question again arises, why should the privilege of forming a

connection have been refused? Solely for the reason that the Harbour of Prince Arthur was

Anderson has been regarded as a rival to the Kaministiquia. But was it in the public interest that it should

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#### A NEW SURVEY OF PRINCE ARTHUR'S LANDING HARBOUR

was ordered by the Government of the Dominion last fall, and it suggests a few reflections :—

What was the real object of this Survey? Was it to ascertain whether the harbour at the Landing was really the best? If so, it amounted to an acknowledgment that the proper

investigation had not been made before adopting the Kaministiquia. No one who has read the foregoing, will, for a moment, suppose that it was for the purpose of doing justice to, or

benefitting Prince Arthur's Landing. And there can be nothing more certain than that the Engineers were sent to make the survey under circumstances which placed them in a very

false position. They were not, of course, told so, in as many words, but they could not be otherwise than aware that the object of the survey was to discover something which might

support the position taken by the Government in condemning the one place and adopting the other. They knew and could not but know that their survey was a political one and that,

however favourably they might be impressed with the Landing, their report could have no such practical result as to lead the Government to abandon the Kaministiquia, where lands

had been bought and such vast sums expended, and acknowledge itself in error by adopting the harbour of Prince Arthur. They knew that it would be very unpleasant to the Govern-

ment should they find themselves compelled, in the interests of justice, to report against its policy in choosing the Kaministiquia, and they knew, also, that it would be very agreeable

to the Government if their conferees would permit them to report that the locality was



exposed, that the waves beat and winds blew and that it would take an expenditure of millions on wharves to render it safe, inasmuch as such a report would tend to put it, the Government, in a better position before the country and lead the public to suppose that the great land purchase on the Kaministaquia was a matter of necessity after all. It was, therefore, a politically immoral proceeding to place the Engineers in this position.

The work was unquestionably of a political character, and a sort of *ex post facto* work that, and professional men should never be placed in a situation where they could in any way feel that the smile of their superiors in office would be on the one side, perhaps the wrong side, and their frown on the other. In any case, the measurements of the Engineers will be given with perfect fidelity; no one can doubt that. But it is just possible, in fact, highly probable, that ideal wharves, calculated on the imaginary traffic of the far distant future, with their attendant cost of millions, may astonish the world and bring peace to the troubled dreams of the alarmed land-holders of the Kaministaquia.\*

#### THE COST OF WHARVES AT PRINCE ARTHUR'S LANDING

Has been calculated by Engineers employed by the people of that place, and they, together with the captains of vessels, whose experience should be worth something, are unanimously of the opinion that an extension of six hundred feet to the present wharf would meet the requirements of the shipping for a long time to come. This extension would cost at the outside \$45,000 (forty-five thousand dollars), and that is a sum little more than equal to a year's cost of the incessant dredging demanded on the Kaministaquia, so that the friends of Prince Arthur's Landing need not be alarmed at any imaginary estimates which may be put forth in official reports, to sustain the Government in its cruel policy of aiding and abetting the land-jobbers of the Kaministaquia in wiping that, to them, obnoxious place from the face of creation.

\* This anticipation, to judge by the reports in the papers, has already been in part verified.

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ance, and they, together, are unanimous. The staff would meet the matter would cost at the other than equal to a year the friends of Prince. Which may be put forward and abetting the place from the face

part verified.

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Affidavits were made by Mr. Thomas Marks, President of the Prince Arthur's Landing and Kaministiquia Railroad Company, and by Mr. Frank Moberly, Chief Engineer of the same, setting forth :—

1st. That the said railway was properly located, and did not, in any way, interfere with the switches or works of the Canadian Pacific Railway.

2nd. That no attempt was made, and that no intention existed of forming a junction of the railway tracks without authority.

3rd. That no orders were given either to them or any of their people, officially or otherwise, to refrain from carrying the work through the Government Reserve.

4th. That the stoppage of the work would greatly injure the prospects of the District and its struggling inhabitants who had, at large cost, almost completed their enterprise, only for their own benefit, but for that of the Dominion at large.

Notwithstanding these affidavits and the petitions of the inhabitants, the influence of the land holders of the Kaministiquia proved too powerful, and the enterprise was crushed.

PRINCE ARTHUR'S LANDING, NOVEMBER 12th, 1877.

I, William Holland Furlonge, of the Village of Prince Arthur's Landing, Province of Manitoba, Land Surveyor, do solemnly declare—

1. That I consider the point of junction of the Prince Arthur's Landing and Kaministiquia Railroad with the Canada Pacific Railway, is the best that could be found in the vicinity.

2. That, if the point of junction was to be transferred to a point at or near the Government Dock, it would involve an enormous outlay in the shape of a deep cutting which is at present avoided by the junction being at the top of the grade from the river.

3. That if the point of junction was placed higher up the line of the Canada Pacific Railway, it would involve the expense of more grading, tracklaying, &c.

4. That the land around the point of junction chosen offers unusual facilities for a station and I consider it would be advantageous for both lines to have it there.

5. That this point of junction will in no wise interfere with the workshops, switches or other buildings of the Canada Pacific Railway.

And I make this solemn declaration, believing the same to be true, and by virtue of the Act, passed in the thirty-seventh year of Her Majesty's reign, cap. 37, Statutes of Canada

(Signed)

W. H. FURLONGE,  
Prov. Land Surveyor.

Affirmed before me at Prince Arthur's Landing,  
in Thunder Bay District, this thirteenth  
day of November, A.D. 1877.

(Signed)

ROBERT MAITLAND,  
A Com. in B. R. &c.

PRINCE ARTHUR'S LANDING, 13th Sept., 1876.

To MARCUS SMITH, ESQ.,  
Chief Engineer Canadian Pacific Railway.

SIR,—On the part of the Council of the Municipality of Shuniah, we avail ourselves of the opportunity of your being here, in the high public position which you occupy, to draw your attention to a matter of great importance to the people of this district.

You will have seen, since your arrival, that a short line of railway has been laid out and some work done thereon with a view of connecting the Town of Prince Arthur's Landing with the present terminus of the Pacific Railroad on the Kaministiquia.

You will likely also have heard that the municipality of this extensive district has granted a bonus of thirty-five thousand dollars (\$35,000) towards the construction of the short line.

Prince Arthur's Landing. You are also doubtless aware that there has been much discussion as to whether the proper Terminus should have been at this point or at the Town plot of Fort William.

Into this question we do not however propose to enter, at present, but we would most respectfully invite your serious attention to the fact that, many years before the Pacific surveys were undertaken and before there was a tree cut or a settlement made in this section, various parties of engineers and surveyors sent out by the Government, at different times, were unanimous in selecting the place now called Prince Arthur's Landing as the proper starting point to the Northwest Territories. We do not pretend to know whether they were right or wrong in this, time will show, but we do say that the people now settled here were, in a great measure, induced to establish themselves, by the unanimity of opinion of the engineer's sent out by the Government.

You will already have seen, in part, what we have accomplished. The Town of Prince Arthur's Landing is now the largest in the wide District of Algoma, although of but little over four year's growth. We have already a considerable and rapidly growing population. We can point to numerous handsome stores, and houses of public accommodation. We can also boast of four churches belonging to as many different denominations, and we have been instrumental in drawing in an agricultural population, as well as a number of miners, who are now industriously occupied in our immediate neighbourhood. We may add that the Government of Ontario has chosen this point as the headquarters of the District, and the public buildings for judicial purposes are now being constructed. Under all these circumstances, we believe that you will see the propriety of the course we are adopting in endeavouring to connect ourselves with the present Terminus, and we feel that we have at least some claim to assistance from the Government.

We forbear to reflect on anyone for what has occurred, up to the present time, but we know that our case has never been fairly represented to the Government, and that there have been local prejudices and local interests even among engineer's, some of whom have acted like partisans, rather than as men giving calm consideration to a subject of great public importance.

Therefore it is that we address ourselves to you, and we do so in the full confidence that you will give this matter the consideration which it deserves and lay it fairly before the Government.

The assistance which we need is not great and it is for a public as well as a local object. We shall, as soon as possible, send you plans showing the position of our road, with a statement of the aid which we need.

Before concluding we may take occasion to deny at least one objection which has been made to the Landing, which, however unreasonable it may appear here, has attracted some attention at a distance. We allude to the oft reiterated report that the Harbour of Prince Arthur's Landing is exposed.

You will yourself have observed that there is no wave washed beach, that the trees grow to the waters edge, and that there is a board shed out on the Dock, only two feet above the level of the water, which a single wave of any force would wash away. In what way then is our Harbour exposed? Even before a dock was built, we have had small open boats riding at anchor through the whole season of navigation, and we can assure you that but little cribwork would be requisite to afford the most perfect shelter. One subject more we may mention, and that is, that the Bay remains open while a vessel can navigate any part of Lake Superior.

Our short line will therefore be of some public advantage, in affording access from Lake Superior to the present Terminus, long after the Kaministiquia has closed, a month or six weeks at least.

We have the honour to be Sir,

Your respectful and obedient servants,

By order of the Council,

(Signed)

THOMAS MARKS,  
Reeve.

(Signed) ROBERT MAITLAND,  
Clerk.

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8th Sept., 1876.

I. FURLONGE,  
Land Surveyor.

BER 12th, 1877.

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I. FURLONGE,

Land Surveyor.

*In the Legislative Assembly of Ontario, on 31st Jan. last, Dr. Clarke, M.P.P., for the North Riding of Norfolk, made the following remarks, which are taken from the full and corrected report of his speech :*

Whispers have gone the rounds of the House that this Chamber was to be dissolved the close of this session, in order that both Provincial and Dominion Parliaments should go to the polls together. This course, he for one, should most strenuously object to, because, the first place, he knew of no reasons which would justify such a step on the part of the Government; and in the second, he knew of no weakness in the Dominion House which required them to lean upon us; we certainly needed no help from them. But so far as Algoma and some of the localities are concerned, such an allied election would entail loss upon the House, because, in consequence of the local policy of the Mackenzie Government, and of the favouritism alleged to be shown to certain individuals, that Government's own once was that the supporters were alienated from them, and in declared hostility to them. Nor could we wonder at it when the facts were known, and when certain firms and individuals had more influence at Ottawa than the peoples' own representatives. (Cheers from the Opposition.) These people were friends of the Ontario Administration, and would continue so unless sinister influences should here, as there, become paramount. It was true, there was a portion of Algoma and so benighted politically that it could only return a Tory; but he had hopes of their reformation in the near future (cheers), and would regret to see the noble settlement of Thunder Bay for a moment allied to them; for up to this time, the people, and especially the press, in spite of much aggravation, and in spite of loss to their pockets, were staunch and true to the principles of Reform and Progress.

He regretted to say it, that the policy of the Dominion Government towards that brave and struggling people, who had invested and risked their all at Thunder Bay, had been one of vexation, and of an injustice so manifest as to separate the fealty and affection of the people to that extent that men who had for over a quarter of a century voted Reform, and nothing else, would rather cut their hands off than vote for the Mackenzie administration. He did not blame Mr. McKenzie so much as he did old Reformers, who, for the sake of feathering their own nests, had not hesitated at falsehood and misrepresentation, careless if they ruined the Government, so that they but carried out their own selfish purposes. (Hear, hear, and cheers.) He was a reformer, and for thirty years had never faltered in his allegiance to that party, and it grieved him, exceedingly, to have to justify his best friends in taking a hostile attitude to a Government which refused them simple justice—whose policy paralysed the enterprise. He called upon the Local Government of Ontario to notice the insult put upon itself and this Honourable House, by the refusal of the Minister of Public Works at Ottawa to permit the Kaministiquia & P. A. L. Railway to connect with the Canadian Pacific. The duty of this House and this Government was, not only to assist railroads having a good financial basis and pointing to inland waters, but, after so assisting, to see that no sinister influence should prevent those roads from being successful. (Cheers.) And yet this road, built by brave handful of people, aided by the paternal Government of Ontario, with its metal laid down ready for use, lay idly knocking at the door of the Bureau of Public Works at Ottawa for the privilege of a connection which, if such road were in the hands of a private company, would long since have been granted. To keep the river port open to a limited extent, will as it does require a grant of \$25,000 per annum; and he challenged the Minister of Public Works at Ottawa to show cause why this sum should be so spent yearly, when the outlay which bought the land and built the docks up the river, added to this grant, almost uselessly spent in dredging, would have docked the mouth of the river, where the dock would have formed terminus for the C. P. R. satisfactory to all parties. (Hear, from the Opposition.) The Local Government has been doing its duty in developing the country, by building roads and bridges for the use of the settlers they were inviting, and he was proud to say that the sympathies of the people were with the Mowat Administration, recognizing the broad principles upon which its policy was founded. Let the Dominion Government but equally do its duty—let it accept as a gift, in kindness and worth, this railroad of six miles, and work its connection with the original plan. It will not harm the Canada Pacific Railroad to have its terminus on the open bay, as well as five miles up the river. (Hear, hear.)

Clarke, M.P.P., for  
from the full and

*Captain Dick's Letter on Thunder Bay as a Harbour.*

TORONTO, April 16th, 1877.

Hon. J. C. AIKENS,  
&c. &c. &c., Senator.

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dimensions, for, while the high lands of the coast guard it from south-westerly, westerly and  
northerly winds, the high peninsula of Thunder Cape, rising to a height of over a thou  
sand feet, shelters it from easterly gales to a great extent. It is therefore exposed to no  
serious storm and is safe from any sea except what can arise within the limited area of the  
Bay itself. Within the Bay are smaller bays and sheltered corners admirably adapted  
for wharves and the place now known as Prince Arthur's Landing is one of these.

This fine harbour is at the first point east of the shoals of the Kaministiquia where  
the navigable waters of the Bay meet the dry land of the coast. All between it  
and the Kaministiquia is swamp, gradually rising as you proceed inland, but out  
ward the flat ground runs under the water of the Lake, merging from marsh to a vast  
shoal, which extends completely across the three mouths of the Kaministiquia.

Long before there was any word of a railroad terminus, I ran a stemboat to Thunder  
Bay and used to anchor in front of the place now called Prince Arthur's Landing. I have  
been there often in weather of all kinds and I said then, and say now, that there is not a  
finer harbour in the world; nature has done her part and all that is wanted is suit-  
able wharves which could be constructed at no great cost.

I may also be permitted to say a few words about the Kaministiquia. I examined the  
mouth of that river very closely and critically, long ago, and the conclusion I came to was, that  
it was not fit for a harbour for large vessels. I could not then, nor can I yet, conceive of any  
necessity for dredging the bar, seeing that there is such an excellent harbour so near it. I  
regret that the Terminus of our great undertaking—the Pacific Railroad—should have been fixed  
on that river, for it is too small to admit of even moderate traffic, and how can the trade of  
what the great North-West is, according to general supposition, to grow to, be accommodated  
in such a place. From the point at which the bar meets the navigable waters of the bay, say  
from 13 feet of water up to the Terminus, the distance is about five miles, and in getting to the  
latter place a vessel will have to pass through a cut of more than half a mile, excavated in soft mud,  
and in which, should she touch on either side, she will be very likely to stick until towed off.  
Succeeding this will be a long winding narrow channel of a river where even such a craft as  
the *Cumberland* has difficulty in turning, and where the large schooner propellers, with auxil-  
iary steam power, now coming largely into use on the lakes, could by no possibility turn.  
Then how could sailing vessels get in? And what trouble there would be in getting the ordi-  
nary long American schooners turned round, even if they were in. Again, how would  
steamers hurrying up and down pass each other in the bends? and how could such a naviga-  
tion be managed at night? for lights would be very perplexing in such a place. Seafaring  
or lake-faring men could readily understand that these are very important questions to be  
considered, and above all they would be struck with the want of space for a large traffic in  
such a stream as the Kaministiquia.

Another point to be considered is the earlier freezing of the river. The first hard frosts close it.

I have seen people skating over it in the end of October, while, in the bay, there is never a particle of ice to be seen, outside the bar, before December has well advanced, and rarely, never, enough to impede vessels before the end of that month. Six weeks longer of navigation may prove to be a matter of infinite importance to the North-West, when agricultural produce comes to be carried. Hitherto, the navigation of Lake Superior has always closed with the closing of the Sault Ste Marie Canal, but the United States railroads now touch at various points on the south side of the Lake, so that the communication may from henceforth be kept up long after the canal has been shut.

Steamers have already run from Duluth to Prince Arthur's Landing, up to the 15th of December. There is now a line of steamers to be run from the Terminus of the Wisconsin Railroad at Ashland to Thunder Bay, and there is nothing to prevent a line also running from Marquette; so that, as soon as the railroad is completed through to Marquette, there will be a heavy fall trade from the North-West by way of Thunder Bay. This is, if the railroad should reach the Bay and not stick on the Kaministiquia, which is, at best, but a small stream having its outlet in a region of swamp, where, with the exception of a narrow strip along the bank of the river, there is not sufficient extent of dry ground to build upon, so that it is not the proper place for the site of a considerable town, such as is fast springing up at the Landing. I am told that it was remarked by one of the Senators, taking part in the debate, that the fact of the Bay remaining open so long in the fall was due to its being exposed, but every body who bestows the slightest consideration on the subject, will see that it is due to a very different cause. Lake Superior is an inland sea, four hundred miles in length, and, in one part, nearly two hundred in width. Its depth is over a thousand feet. It has its currents and, on a small scale, its tides; the pulsations of which are felt even in its most sheltered bays. The water is not therefore stagnant, but, however slowly, constantly in motion, so that a pretty uniform temperature is the result, and it is hardly necessary to say that large bodies of water take longer to cool to the freezing point in the fall, than such a diminutive stream as the Kaministiquia. It is from these causes that Thunder Bay remains open and not from its exposure to winds. I have only further to say that, considering all the conditions prevailing at Lake Superior, there is not to be found a finer harbour than Thunder Bay.

It is so situated that the northerly and north-westerly winds drive the ice out early in the spring, having a great advantage in this respect over Duluth and the ports on the south side of the lake, and it is so easy of access, and the passage in so well marked by headlands, that steamers and sailing vessels can always enter, night or day, without any risk running on to shoals or rocks.

It seems as if Nature had intended this Bay for the great shipping port of the North-West, and why ignore its advantages by neglecting it for a narrow and intricate creek like the Kaministiquia, obstructed at its entrance by shoals and bars.

Permit me to say that I consider it a great mistake to abandon a good harbour for such a creek.

I am Sir,

Yours very respectfully,  
(Signed)

JAMES DICK.

*From Capt. Anderson, of the "Quebec."*

ON BOARD STEAMER "QUEBEC,"

Prince Arthur's Landing, 12th Nov., '77.

I, Edward Anderson, have commanded the Steamer "Quebec" since she was built in 1874, running on the Sarnia Line between Sarnia Port and Duluth at the head of Lake Superior; I have touched with the said Steamer at Prince Arthur's Landing, Thunder Bay, on every trip, both up and down, and have landed freight and passengers while the wind has blown from all the different points of the compass, and on no occasion have had any trouble in doing so; or any trouble or inconvenience in mooring at the wharves at Prince Arthur's Landing.



ver. The first hard frost, I, also, give as my candid and unprejudiced opinion that Thunder Bay is a safe and commodious harbour for any amount of shipping, very easily approached at night or in stormy weather, and when cereals from the North-west come to be shipped to the East, Prince Arthur's Landing will be a splendid point for Elevators, as grain could be moved cheaper and with greater dispatch than it could be from a River, where sailing vessels have to be towed in and out, and where steamers have to incur the danger of collisions, besides the delay of passing and re-passing in a narrow channel.

ED. ANDERSON,  
Master Steamer "Quebec."

From Capt. W. T. Robertson, Master Str. "Frances Smith."

LAKE SUPERIOR ROYAL MAIL LINE,  
STEAMER "FRANCES SMITH,"  
Owen's Sound, Nov. 13th, '77.

I, the undersigned, have been on the route between Collingwood, Owen's Sound and Thunder Bay, as commander of the Mail Steamer "Frances Smith," for upwards of five seasons, and during that period the Steamer has called regularly at Prince Arthur's Landing, remaining open so long, Thunder Bay, every trip landing freight and passengers and making that Port her headquarters on Lake Superior.

I consider Thunder Bay a safe and commodious harbour for extensive shipping, it being well protected from storms by the high mountains and islands which encircle it. On all scale, its tides; the navigation of Thunder Bay is open at least three weeks longer in the fall than that of the Kaministiquia or any of the northern rivers emptying their waters into Lake Superior.

The wharves at Prince Arthur's Landing are, also, easily approached during the night or in stormy weather, while, as a Port, it is open as early in spring and as late in the fall as any on the Lake; at the present time there is no ice in Thunder Bay while the Kaministiquia River is frozen over and that portion of my cargo for there has to be landed here.

WM. TATE ROBERTSON,  
Com. and Master Str. "Frances Smith."

From John McKay, Master Prop. "Manistee."

ON BOARD STR. "MANISTEE,"  
Prince Arthur, Dec. 4th, '77.

I, John McKay, Master of the Propeller "Manistee" beg to certify to the following facts, viz:—

That I have run regularly to Prince Arthur during the present season of navigation reaching said Prince Arthur on my first trip for the season on the 2nd May last and leaving it now on my last trip Dec. 4th. During all the time that I have called at the said Prince Arthur, in this and previous years, I was never put to any inconvenience from stormy weather, while, as a Port, it is open as early in spring and as late in the fall as any on the Lake; at the present time there is no ice in Thunder Bay while the Kaministiquia River is frozen over and that portion of my cargo for there has to be landed here.

I have several times during the season lain off at the mouth of the Kaministiquia River so that I might have daylight to go in, not daring to venture in during the night.

I have sailed on the Lakes during the past 20 years—as Master of various Steamers for the last 14 years and as such have had a good deal of experience with the various harbours on the Lakes, and I can confidently recommend Thunder Bay as a good, safe and commodious harbour.

JOHN MCKAY,  
Master Prop. "Manistee" of Chicago.

JAMES DICK.

12th Nov., '77.

since she was built at the head of Lake Superior, Landing, Thunder Bay, passengers while there, no occasion have I had at the wharves

*From Capt. McDougall, of the Chicago, Milwaukee, & Lake Superior Line of Steamers*

STEAMER "CITY OF DULUTH,"  
LAKE SUPERIOR, Nov. 19th, 1877.

I, Alexander McDougall, having sailed on the lakes during the last seventeen years during seven as master of the strs. *Scott, Japan, City of Duluth*,—at present master of *City of Duluth*; during the greater portion of the time I have run to Lake Superior.

Having been asked my opinion as to whether Prince Arthur's Landing, Thunder Bay or Fort William, on the Kaministiquia River, is the better harbour, beg to state my reasons for saying that Prince Arthur's Landing is.

During the present summer I have visited Prince Arthur's Landing regularly *City of Duluth*, and have always found it a good harbour and easy of access. Twice have I gone in and out during the fogs which are of such frequency and density on Lake Superior, during the first half of the season of navigation, while, at the same time, it would be impossible to make the Kaministiquia River, owing to the great extent of shoal water in the immediate vicinity of the mouth, as well as the long and intricate channel over the bar through which we have to pass to reach the river; I know of no harbour on Lake Superior so easily approached during a fog as Prince Arthur's Landing, owing to its favorable soundings. Neither have I heard, seen, or understood why a steamer cannot land at Prince Arthur's Landing during any weather, as the only wind which could apparently have any effect on the docks there, is a south-easterly gale, which seldom ever occurs on the lakes; and even with a south-easterly storm it is my opinion that there would not be a sufficient sea to drive a boat away from the docks.

Another of the great advantages of P. A. Landing, is the late open navigation to Thunder Bay in the fall, which is at least two weeks later than that of the Kaministiquia. On this trip, the last for the season of 1877, the Kaministiquia, on the 16th November showed that it had already been frozen over,—and this is an unusually mild fall,—where there was not a vestige of ice at Prince Arthur's Landing. Besides, the last month of navigation on Lake Superior is always the most important month of the season, there being heavier and more freights. Prince Arthur's Landing is also very favourably situated for the building of docks, as the shore is bold, and they would not have to run out far into the lake, as well as the bottom being good for driving piles.

ALEX. MCDUGALL,  
Master of the "*City of Duluth*."

*Letter from Captain Atkins, U. S. Pilot and Ship Master, formerly Steamer Metropolis.*

Prince Arthur's Landing, Thunder Bay,  
November 9th, 1877.

The undersigned, shipmaster, having for the last thirty years been engaged in the navigation of the Northern Lakes, and especially of Lake Superior, would state for the information of parties interested, and not familiar with the locality of Thunder Bay, that it is, in its entire extent, a most excellent harbour, unsurpassed by any on the Lakes in its uniform depth of water, as well as for the protection it affords from the storms of the Lake, and their attendant high seas.

The docks at Prince Arthur's Landing are substantial and commodious, easy of access at all times, and under all circumstances, during the season of navigation, and are well protected from all winds excepting from the South-east, which in no event could cause serious trouble or inconvenience.

BARTON ATKINS,  
Licensed Pilot and Shipmaster.

Line of Steamers

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Nov. 19th, 1877.

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From Capt. Robertson,

ON BOARD STR. "ONTARIO,"

Prince Arthur's Landing, Nov. 19th, '77.

This is to certify that I have been master of the steamer "Ontario" since the Spring of 1875, on the route between Sarnia, Thunder Bay and Duluth, passing in and out of Thunder Bay every trip up and down.

I have gone into Thunder Bay and landed goods and passengers at Prince Arthur's Landing during the heaviest storms that I have experienced on Lake Superior, and this without the slightest trouble or inconvenience.

I consider this Bay one of the safest and easiest entered harbours on Lake Superior, and the wharves at Prince Arthur can be approached in a snow storm or in the thickest fog by soundings; the anchorage is good, being of a tough clay ground. Fleets of sailing vessels can work in and out of the Bay to and from P. A. Landing, without incurring the expense of being towed, thus saving to vessel owners and grain shippers heavy sums for towage when forwarding grain to the East from the Northwestern Provinces.

From my practical experience of the harbour at P. A. Landing, I think all that is required is a little more dock accommodation to render it one of the safest landing places on the Lake, and the season of navigation from this point connecting with railways at Duluth, Ashland, Marquette, &c., will be at least three weeks or a month later in the Fall than it could possibly be in any of the narrow Northern Rivers emptying into Lake Superior.

E. ROBERTSON,  
Master Steamer Ontario."

From Capt. Kennedy, Str. City of Owen's Sound.

ON BOARD STEAMER "CITY OF OWEN'S SOUND,"

THUNDER BAY, Nov. 9th, '77.

This is to certify that I have plied with the Steamer Columbia (500 tons) between Montreal and Thunder Bay during the seasons 1875 and 1876, and between Collingwood, Thunder Bay and Duluth in 1877, with the Steamer "City of Owen's Sound" (1350 tons,) the latter being laden on one occasion with 24,000 bushels of grain and 700 bbls. salt drawing 12½ feet water; during the season above mentioned I have touched every trip at Prince Arthur's Landing, and even with the present dock accommodation, I have discharged freight and landed passengers with as much ease as if I had been in one of the smallest harbours on the Lakes.

During the night of October 2nd, 1877, when the little propeller "Kate Marks" met with the mishap by breaking her engine and drifting on the bar near the mouth of the river, and which I consider one of the stormiest nights of the season, I lay quietly all night at Marks Bros'. Dock, Prince Arthur's Landing, experiencing no inconvenience from any motion of the sea, with a heavy gale blowing from the south-east.

I have had 25 year's experience as Master of Vessels and Steamers on the Lakes, and consider Thunder Bay a safe and commodious harbour, easily approached at night or in fog, and more suitable for the terminus of a great railway than the narrow and intricate channel of the Kaministaquia River.

JOSEPH KENNEDY,  
Master "City Owen's Sound."

From Capt. Trethewey, of the "Kate Marks."

PRINCE ARTHUR'S LANDING, THUNDER BAY, 27th Dec., '77.

I, Thomas Henry Trethewey, of Prince Arthur's Landing, in the District of Thunder Bay, and Province of Ontario, Mariner, do solemnly declare that I have lived at Prince

Arthur's Landing since Nov. 1871; that I am well acquainted with the harbour of Thunder Bay, and during the time I have lived here I have never seen a sea heavy enough to compel a steamer or sailing vessel to leave the wharves.

I have been Master of the Propeller "Kate Marks" since May last, running between Prince Arthur's Landing and the Kaministiquia River as well as coasting down the lake. While running between P. A. Landing and Kaministiquia we laid up regularly at Prince Arthur's Landing for the night, and in June last we laid at Marks' wharf during the heaviest gale I ever remember seeing since I have lived at Prince Arthur's Landing, without the slightest damage being done to the boat.

That, in my opinion, it is wholly unnecessary for the government to build a break water at Prince Arthur's Landing, as it is so well protected by prominent headlands.

The Kaministiquia River was frozen over strong enough, on the 9th of November last, to prevent the local boats making their regular trips, but was afterwards opened by the propeller "Sovereign." It closed finally about the end of November so that the propeller "Manistee," on her last trip here for the season, Dec. 3rd, landed her Fort William freight at Prince Arthur's Landing.

The first steamer which arrived at Prince Arthur's Landing, this season, was the "Mary Groh" on the 29th of April last, the last steamer of the regular lines to clear from this Port was the Prop. "Manistee," of the South Shore Line on the 4th December.

With the Propeller "Kate Marks" I made a trip to Silver Islet on the 6th December, returning on the 7th; also on Christmas Day I made a trip to Silver Harbour—about twelve (12) miles from Prince Arthur's Landing, and at the present time the Bay is as clear of ice as during the month of October.

And I made this solemn declaration conscientiously believing the same to be true and by virtue of the Act passed in the thirty-seventh year of Her Majesty's reign entitled an Act for the suppression of voluntary and extra judicial oaths.

T. H. TRETHEWEY,  
Master Propeller "Kate Marks."

Solemnly declared before me at Prince Arthur's  
Landing in the District of Thunder Bay, this  
27th day of December, 1877.

ROBERT MAITLAND,  
A Com. in B. R., &c.

From Capt. John O'Mally,

ON BOARD SCHOONER "MARY ANN HULBERT,"  
PRINCE ARTHUR'S LANDING, Nov. 13th, '77.

For the benefit of whom it may concern I beg to state the following facts with reference to Thunder Bay as a Harbour:

I have sailed on the lakes during a greater portion of the last twenty-three years, having been master of a coasting vessel at the age of sixteen as well as master and owner of various vessels since.

During this season (1877) I have been largely engaged in the fishing trade on the North Shore of Lake Superior, and while attending to such have been obliged to visit Prince Arthur twelve times during the season to report and clear from the Custom House with the Schooner "Mary Ann Hulbert," of Bayfield, Wisconsin, and on no occasion had we to use a tug to get either in or out from the docks,—and have lain at the docks at Prince Arthur during two of the heaviest easterly gales of the season, and do consider it a perfectly safe harbour, either to lay at the docks, or to an anchor during any gale that could ever blow. The bottom is of clay which makes a good anchorage in any part of the Bay.

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I would further say that it is very easily approached, and after a vessel has passed Thunder Cape light, it can make a straight course for the Town of Prince Arthur, and in thick weather you can come in by the lead as the soundings are gradual.

I consider Thunder Bay one of the best harbours on Lake Superior.

JOHN O'MALLY,

*Letter from Captain Tripp, late of the Steamer Ontario.*

TORONTO, 21st April, 1877.

I understand you have been making some enquiry about the general opinion of Lake Superior captains as to which of the two places in Thunder Bay, known, respectively, as Prince Arthur's Landing and Fort William, is the best adapted for a harbour calculated to meet the general wants of commerce.

There can be but one true conclusion to come at in the matter, Fort William, it is true, is land locked, but it will cost close on to a million of dollars to make it such a place, as it should be, to come up to the requirements that the shipping interests will, in a few year's, force on the port of Thunder Bay, as the Great North-west settles up and seeks an outlet for her produce.

Prince Arthur's Landing can be made a good harbour for comparatively little money, and, in my opinion, is the best of the two places. It would cost a heavy annual outlay to keep Fort William River deep enough for shipping, and a great extent of pier-work, greater than anything of the kind required at the Landing, would be necessary, and the river at Fort William closes up from a month to six weeks earlier in the Fall, which would be a great drawback to shipping interests and would be felt more, as business increased and vessels had to run later in the season.

(Signed) BENJ. TRIPP.

*To the Honourable Minister of Public Works, and to the Honourable House of Commons of the Dominion of Canada, in Parliament assembled:—*

The petition of the inhabitants of Prince Arthur's Landing, Thunder Bay, February 26th, 1875, humbly sheweth:—

That we, the inhabitants of Prince Arthur's Landing, having learned with surprise and regret that it is the intention of the Government to make the town plot of Fort William, on the Kaministiquia River, the terminus of the Fort Garry branch of the Canada Pacific Railway, beg to bring before you our claims to a continuation of the railway to this point.

Prince Arthur's Landing is a flourishing town of twelve hundred inhabitants, chiefly active and enterprising men, who have been the means of opening up this isolated section, enduring the usual disadvantages and hardships of pioneers, and deserving therefore of recognition at the hands of the Government. A large amount of capital, over \$300,000, has been expended in actual building improvements, and consequently the value of the land has been greatly enhanced; whereas the town plot of Fort William is almost uninhabited, and is owned almost entirely by speculators, so we pray that Prince Arthur's Landing, being the older and already established settlement, may not be ignored, but receive the advantages of the railway starting from it.

There is already at the Landing, besides an open roadstead for any number of vessels, a good substantial dock, which, with a comparatively small additional expenditure, would be amply sufficient for all the requirements of trade for several years to come. There are only two or three days during the season when vessels would have any difficulty in discharging or shipping, with the accommodation the dock possesses at present, but a breakwater of six hundred feet or less would obviate this, and as only five miles of a perfectly level country intervene between Fort William and this point, the cost of continuing the railway would be very small.

It is an undisputed fact that the Kaministiquia River is closed by ice several weeks earlier than the Bay, the average time of the River freezing up, being the first week in

November; this is a disqualification affecting the River for being made the final terminus of the railway on Lake Superior, the importance of which cannot be over-estimated. The fall of the year is the period during which the heaviest shipments are made. Therefore, if the railway terminate at Fort William, all late freight would have to be sent by Duluth, thus losing a large amount of money to Canada, besides building up the American lines in opposition to ours; in the same way shippers in the West would ship via Duluth, rather than risk having their freight left over for an entire season at Fort William.

We do not deem it necessary to enlarge on the well-known fact of there being at the mouth of the Kaministiquia River an extensive bar of some three-quarters of a mile in width, which would involve a large expenditure in dredging, keeping dredged, and cribbing; sailing vessels would also require towage for several miles to reach the terminus at present located, whereas at the Landing, vessels can enter or leave, by night or in fog, without the assistance of tugs.

Therefore we your petitioners humbly pray that, in consideration of these facts, your Honourable House may be moved to favourably entertain our petition and cause the railway to be extended to Prince Arthur's Landing.

(Signed)

PETER NICHOLSON,  
And over 100 others.

OTTAWA, OCTOBER, 26th 1876.

SIR,—I have the honour to acknowledge the receipt of your letter of the 2nd inst. covering plans of the location of the Prince Arthur's Landing and Kaministiquia Railway with book of reference.

In reply I am directed to inform you that as the North Western boundary of the Province of Ontario is still unsettled, it cannot be stated that the proposed railway is entirely within that Province. If it be entirely within the Province, the Railway Act of 1868 will not apply. If it be not within the Province then the Act of incorporation without authority.

The documents will in the meantime be filed in this office.

I have the honour to be, Sir,  
Your obedient servant,

F. BRAUN.

FRANK MOBERLEY, ESQ., C. E.  
PRINCE ARTHUR'S LANDING,  
THUNDER BAY.

The following two letters from Mr. Fleming were communicated to Mr. Marks, President of the Prince Arthur's Landing and Kaministiquia Railway, through Mr. Borrows, M.P.

Copy of No. 13248.

OTTAWA, FEBY. 28TH, 1877.

F. BRAUN, ESQ.,  
Secretary of Public Works.

SIR,—With regard to the application of parties living on Thunder Bay, that the Government should complete a branch railway from Fort William to Prince Arthur's Landing I would wish to remark :—

It has always been held important to reach the navigable waters of Lake Superior by the shortest and best line of railway from the prairie country. This was the governing principle which has led to the terminus being fixed at Fort William. But for that, the terminus might have been fixed at some other point.

The branch line to Prince Arthur's Landing, above referred to, would constitute an extension of the line some six miles, and would no doubt require to be worked by the Government, along with the portion of the line from Fort William westward.



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The parties at Prince Arthur's Landing are probably right in stating that the navigation at their village is open somewhat later in the fall than the river is at Fort William, this has always been held to be due to the fact that the coast at Prince Arthur's Landing is exposed.

Be this as it may, the only public advantage that could accrue from the extension to Prince Arthur's Landing, would be the use of the line to the latter place for a short period the fall of the year.

At the present time, it appears to me that that object is insufficient to justify the extension of the line six miles and departing from the governing principle acted on in the selection of a terminus in the first place.

I am, &c.,  
(Signed) SANDFORD FLEMING.

(Copy.)

OTTAWA, March 16th, 1877.

Hon. A. MACKENZIE,  
&c., &c., &c.

DEAR SIR,—With regard to the conversation the other day, respecting the fixing of the Pacific Railway at Fort William, I beg to state—

That the plan securing the land was filed on January 23rd, 1875, that I am not aware at Mr. Hazlewood was consulted with respect thereto; that he was not appointed in charge of the District until the following spring (April), and I am satisfied that he is not any way responsible for the selection.

My official letter to you of the 28th ultimo explains the circumstances connected with the choice of Fort William.

I am, &c.,  
(Signed) SANDFORD FLEMING.

NOTE.—In these letters the mistake (?) is made of identifying Fort William with the Terminus: The two places are over three miles apart, by the river, as will be seen on reference to the accompanying map. The point recommended by Mr. Murdoch for a Terminus was in close proximity to Fort William. The actual site of the Terminus does not appear to have been recommended by any Engineer.

OTTAWA, July 31st, 1877.

GENTLEMEN,—In reply to your application of the 20th instant, for permission to have our Railway form a connection with the Canadian Pacific Railway at the Town Plot of Fort William, I beg to inform you that so soon as the Assistant Chief Engineer, now in the North-West, returns to Ottawa, the matter will be placed before him for his report.

I have the honour to be, Sir,  
Your obedient Servant,  
F. BRAUN.  
Secretary.

Thomas Marks, Esq.,  
Pres. P. A. L. and K. Railway, and others,  
Prince Arthur Landing.

The people of Prince Arthur would have had full confidence in the report of the then acting Engineer-in-chief. Why was not his report asked for, before bringing the whole weight of the Government to crush the enterprise.

FORT WILLIAM, ONTARIO,

November 16th, 1877. 166 f

To the Honourable  
the Commissioner of Public Works of Ontario.

SIR,—In compliance with your request conveyed in your letter of 31st October, ing me to make an examination of the Prince Arthur's Landing and Kaministiquia way, I would say that I have walked over the entire length of the road and beg leave and s report as follows:

The whole of the road-bed with the exception of one short and light cutting is continuous embankment formed from the material taken from the ditches at either and the road-bed is well and evenly made with proper slopes and to the full width fourteen feet in embankments and eighteen feet in cuttings. The grades are very and curvature easy, and the drainage, which I consider a very essential point in rail construction, is very good. There are two bridges on the road, both of them well substantially built, also a few open culverts which are quite adequate for the water have to carry and are covered with good heavy stringers for the track. There is no ing done, nor do I think that any is at present required. The track is laid over whole road to within a few feet of the junction with the Canada Pacific Railway at William, and is well sleepers with good sound Tamarac ties. The track is well well lined and fairly surfaced, but not yet sufficiently ballasted. There is a building fitted up for a station house at Prince Arthur's Landing which, I have no doubt, answer the purpose very well for some time to come. There is a turn-table built at same place with a siding into it, and I presume it is intended to use the turn-table of Canada Pacific road at the other end which is done under similar circumstances on ne all roads with which I am acquainted. There are a few sleepers not yet spiked, but officers of the road say they will have it done immediately as they have the spike hand. There is also one public road crossing which, I think, should be somewhat proved, and this, the officers say, they will also have done. On the whole, I think road is quite safe for public travel.

(Signed)

HUGH RYAN.

P. A. LANDING,

Thunder Bay, Nov. 15th, 1877.

To the Honourable  
the Commissioner of Public Works of Ontario.

SIR,—I have the honour to report that in compliance with the instructions received from Mr. Molesworth and dated 31st October, that I have made a measurement of P. A. L. and K. R. R., and I find it from the end of the rails at P. A. Landing to head block of the switch at the Canada Pacific R. R. line to be 31,655 feet, this measurement includes the switch and turn-table. The rails are laid throughout except the forming the Junction with the C. P. R. line, but the grading is completed and the switching, gear and ties are all on the ground awaiting the permission of the Dominion Government to form the Junction. The joints are all made with double fish plates wooden washers. There is a station house 48.6 x 24.6 and a platform at P. A. Landing. There are three main road crossings which have all been completed in a satisfactory manner.

The only siding at present laid is that leading to the turn-table, it is 259 feet in length but there is a siding of 500 feet graded, and the iron and ties are here to lay it.

A very good and substantial turn-table has just been completed at P. A. Landing. There are no tanks belonging to the P. A. L. and K. R. R., but there is one of the Canada Pacific R. R. at Fort William.

There being so few cattle in this district that for the present fences are deemed necessary.

For the same reason cattle-guards are not necessary.

NTARIO,  
 mber 16th, 1877. 166 Two pile trestle bridges are built of a very strong and substantial pattern, they are 166 feet and 104 feet respectively, in length from end to end of stringers.

There are two pile culverts and ten open or timbered culverts all substantially built in a good workman-like manner.

Some balasting has been done especially in raising the slack joints and levelling the track, and the ties have been well bedded in the grade.

In conclusion, I would beg to state that the work has been done in a most efficient and satisfactory manner, and that the road is now in a condition for traffic to pass over it supposing the connection made with the Canada Pacific R. R. Line.

I have the honour to be,

Sir,

Your most obedient servant,

W. H. FURLONGE,  
*Provincial Land Surveyor.*

The following reply was received to a letter making enquiry as to the depth of water in the Sault Ste. Marie Canal, during the season of 1877 :—

ST. MARY'S FALLS SHIP CANAL,  
 SUPERINTENDENT'S OFFICE,

Sault Ste. Marie, Mich., January 17th, 1878.

DEAR SIR,—Yours of the 3rd at hand.

In reply, the average depth was  $12\frac{1}{2}$  feet (twelve and a-half feet). The heaviest draft was a water-logged vessel which passed through, drawing thirteen feet one inch.

Yours truly,

C. H. SPALDING,  
*Dept Supt.*

HUGH RYAN.

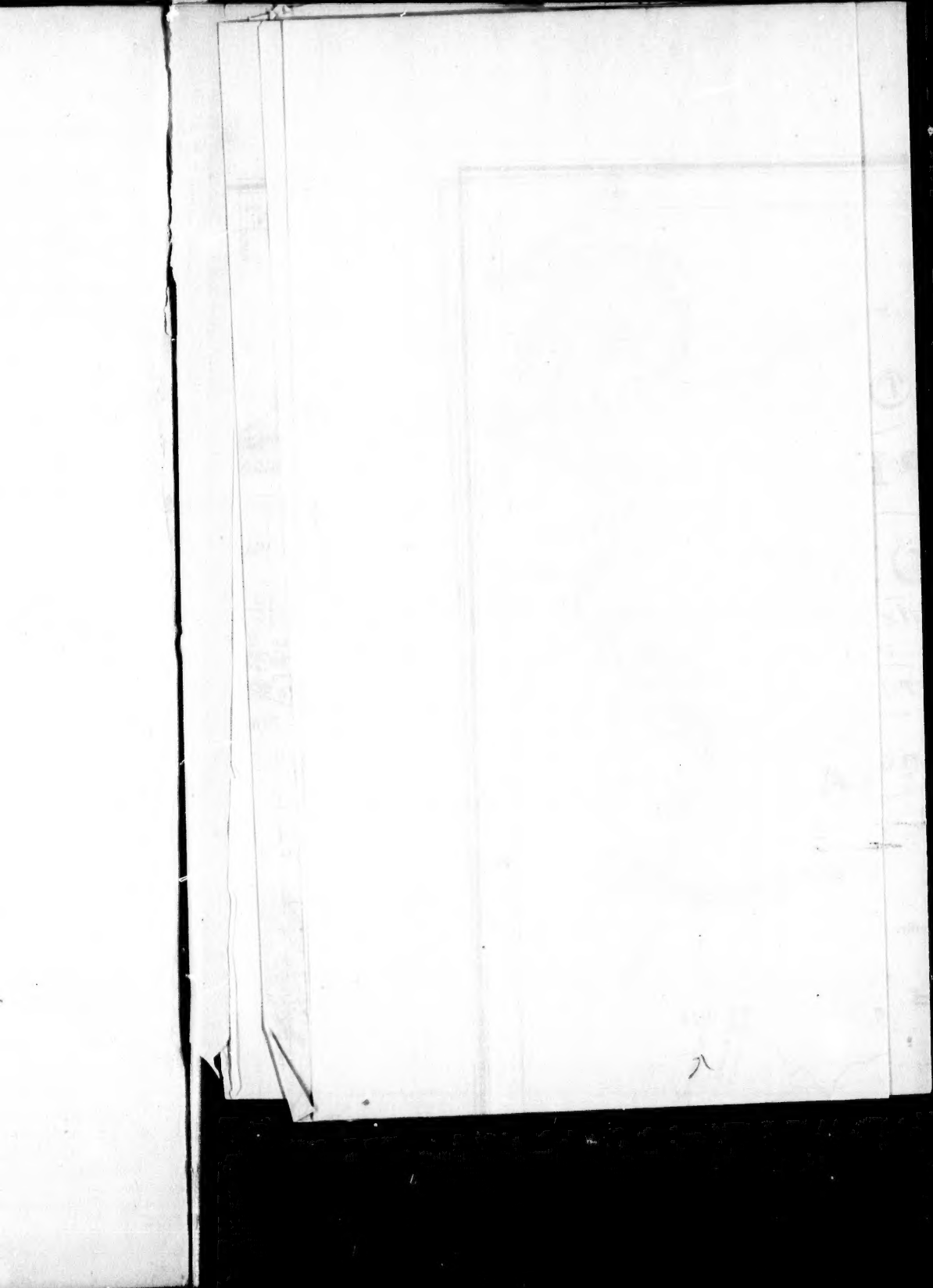
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# CHART OF LAKES SUPERIOR

and  
**NEEPIGON.**

*Reduced from Bayfields Charts*

by  
**T. MASON, TORONTO.**

ENGRAVED BY

**J.T. Rolph, Toronto.**

**1870.**

Soundings in Feet.

Variation in 1860 decreasing Annually.

**SCALE OF MILES.**



*23 Miles to one Inch  
or 3 inches to one degree.*

*This Map of Lake Superior is a  
correct one, and will serve to  
ment in writing, that Thunder  
harbour, completely secure from*





*Map of Lake Superior is of an old date, but it is a  
 good one, and will serve to show better than any argu-  
 in writing, that Thunder Bay is a perfectly sheltered  
 and completely secure from the Surge of the Great Lake.*

